(Model.)

M. ISIDOR & R. FLOCKE.

TRAVELING BAG.

No. 363,748. Patented May 24, 1887.

Fig. 1.

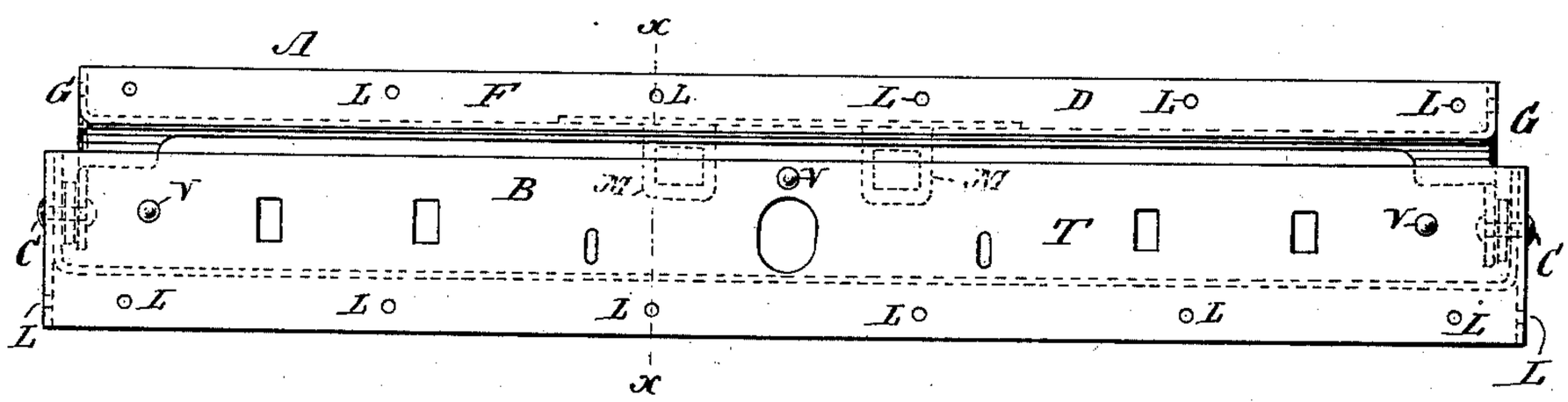


Fig. 2.

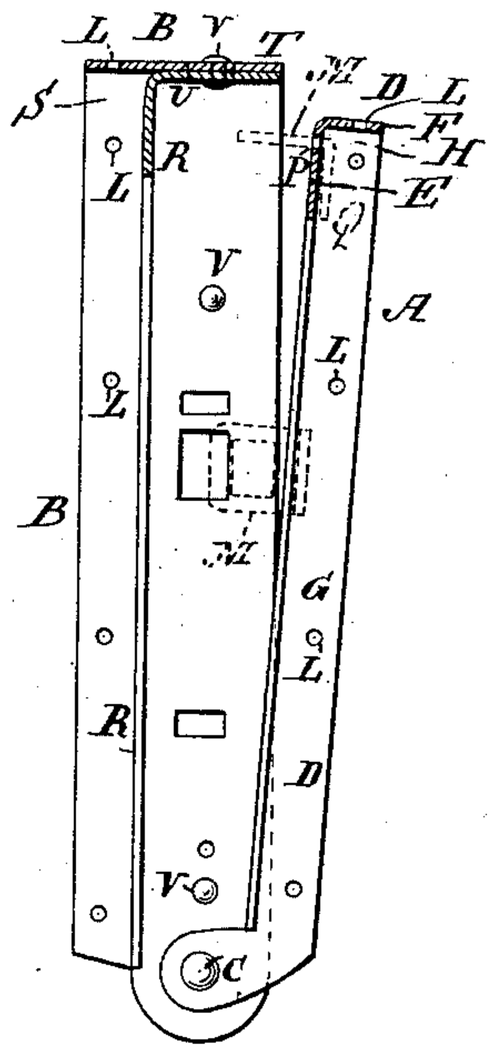
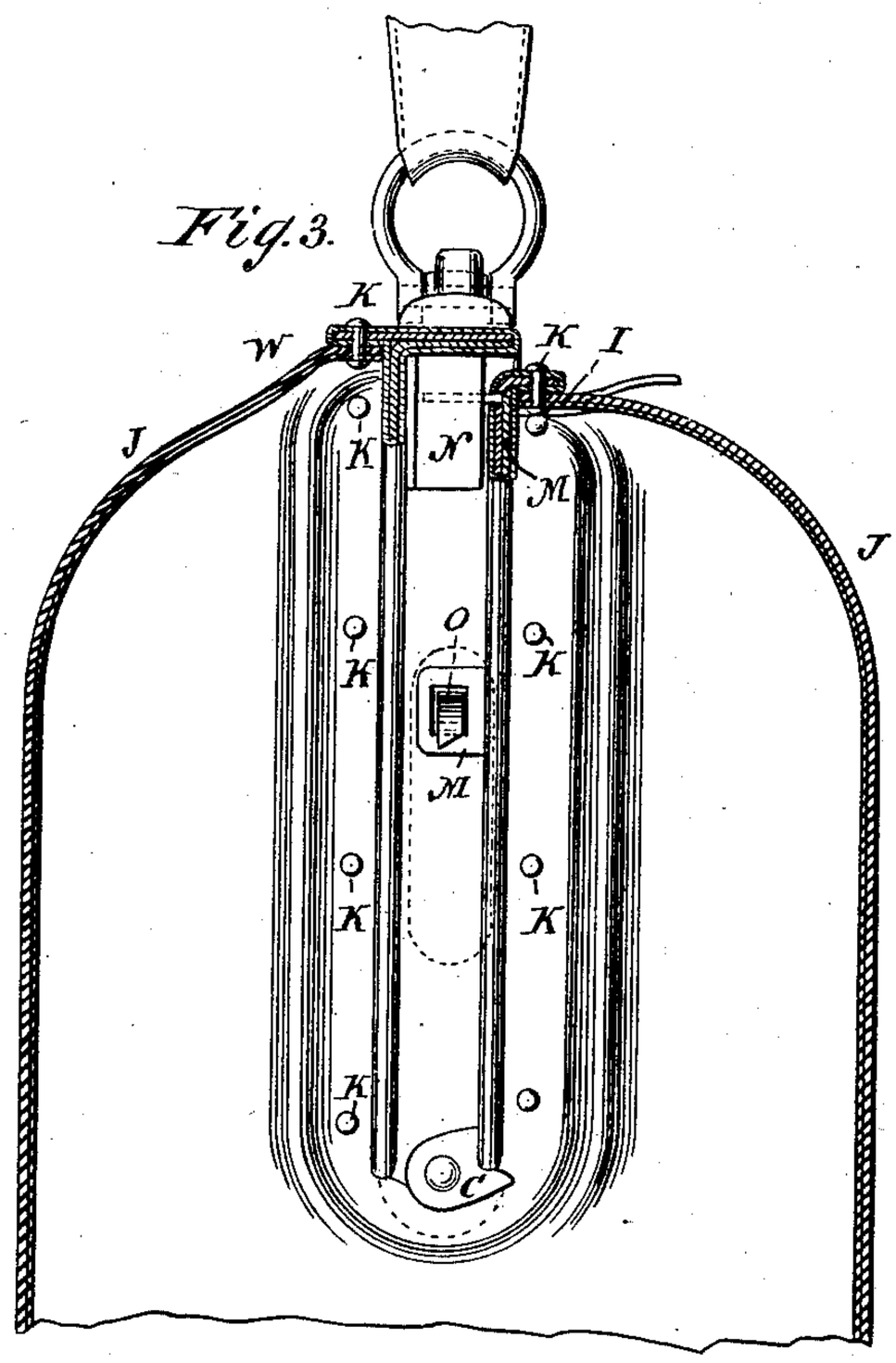


Fig. 3.



WITNESSES:

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UNITED STATES PATENT OFFICE.

MORITZ ISIDOR AND ROBERT FLOCKE, OF NEWARK, NEW JERSEY, ASSIGNORS TO R. NEUMANN & CO., OF SAME PLACE.

TRAVELING-BAG.

SPECIFICATION forming part of Letters Patent No. 363,748, dated May 24, 1887.

Application filed March 10, 1887. Serial No. 230,405. (Model.)

To all whom it may concern:

Be it known that we, MORITZ ISIDOR and ROBERT FLOCKE, both citizens of the United States, residing at Newark, in the county of Essex and State of New Jersey, have invented new and useful Improvements in Traveling-Bags, of which the following is a specification.

This improvement relates to traveling-bags; and it consists in a novel construction of the front and back frames, whereby they are made open on their outer sides, so as to receive in proper receptacles the edges of the leather or body of the bag, which are introduced laterally under the top plates of the frames and secured thereto by rivets or by sewing, the edges of the leather being concealed by the top plates of the frames and by an inner flange arranged on both the front and back frames, against which flanges the edges may abut. The construction and arrangement are more fully described hereinafter, in connection with the accompanying drawings, in which—

Figure 1 is a plan view of the front and back frames, hinged to each other at their ends, but before they are covered. Fig. 2 is a cross-section on the line *x x*, Fig. 1. Fig. 3 is a cross-section, on the same line, of the bag completed.

Similar letters indicate corresponding parts.

The letter A designates the front frame, and the letter B the back frame. They are hinged together by the hinges C at their lower ends, as usual, the front frame swinging within the back frame. The front frame consists of the plate D, provided on its inner side with a flange, E, which projects from the part D at a right angle therewith, or nearly so, and extends along the same nearly to the hinges C. By this construction of the front frame, A, its front side is provided both on its horizontal part F and on the vertical end parts G G with an open receptacle, H, which receives the edge I of the leather or body of the bag J, the same being inserted under the part D toward or against the flange E, where it is secured to the frame by rivets K, inserted in rivet-holes L, made in the part D of the frame for that purpose.

Before the body of the bag is secured to the frame the latter is provided with hasps M M for the lock N and for the side catches, O, the hasps being secured to frame A by being fitted in holes P, made for them in the flange E, and by means of the hasp-bodies Q, (seen in dotted lines in Figs. 1 and 2,) which lie against the inner side of the flange E, to which they may be secured by riveting or other convenient means.

The back frame, B, is provided with an inner flange, R, which is arranged at a sufficient distance from the outer edge of the frame to form a receptacle, S, on that side for the other edge of the bag-body. The back frame is composed of an outer plate, T, and an inner plate, U, riveted to each other by rivets V, the said flange R being formed by bending down the outer edge of the inner plate, U, along such a line as will, when the plates are secured to each other, form under the outer edge of the frame B an open receptacle, S, for the other edge, W, of the bag-body. The outer part of the plate T of the frame B is provided with rivet-holes L, through which rivets K are passed to secure the edge of the bag to the bag-frame in the same manner as above explained for securing the opposite side of the bag to the front frame.

Before the frames A and B are secured to the body of the bag they are covered, as indicated in Fig. 3, with leather or other suitable covering, so as to protect them and present a finished and pleasing appearance.

Instead of attaching the bag-body to the frames A B by means of rivets, they can be secured to each other by sewing, and for that purpose a line of perforations can be made in the plates A B in the line of the rivet-holes L, or rather the perforations L will be made more numerous and close together for receiving the stitches of the sewing, which will then take the place of the rivets K. When sewing is thus employed to connect the body of the bag to the frames, the frames may be provided with grooves in the lines of the perforations, so that the stitches will be preserved from injury from rubbing by being sunken in the grooves.

It will be observed that by means of this invention the edges of the bag are concealed in the recesses H S under the plates D T, where they are also protected from wear, and the body of the bag on both sides is brought up snugly to the flat parts of the frames with advantage to the appearance of the bag.

Our invention enables us to dispense with the usual inlaying-plates which are used in

bags of the ordinary construction, but which are not required in our bag, the edges of the bag and its lining being concealed under the top plates of the front and back frames, and behind the protecting-flanges which project inwardly therefrom.

We do not claim the construction of bag-frames shown in Letters Patent Nos. 292,940 and 325,978, as such do not constitute our invention.

What we claim as new, and desire to secure by Letters Patent, is—

1. In a traveling-bag, the front and rear metal frames, A B, hinged together, the front frame having its inner edge formed integral with the flange E, constituting the open receptacle H for receiving one edge of the bag-body, and the rear frame having the flange R, constituting an open receptacle, S, for receiving the other edge of the bag-body, substantially as described.

2. A traveling-bag consisting of the front and rear metal frames, A B, hinged together, and the bag-body J, the front frame having the line of perforations L, and formed integral at its inner edge with the flange E, constituting the open receptacle H, receiving one edge, I, of the bag-body, and the rear frame having the line of perforations L, and the flange R, constituting an open receptacle, S, receiving the other edge, W, of the bag frame, substantially as and for the purpose described.

3. A traveling-bag consisting of the front and rear metal frames, A B, hinged together, and the bag-body J, the front frame having the line of perforations L, and formed integral at its inner edge with the flange E, constituting an open receptacle, H, receiving one edge, I, of the bag-body, the rear frame having the line of perforations L, and the flange R, constituting an open receptacle receiving the other edge, W, of the bag-body, and the rivets K, passing through the said perforations and the edges of the bag-body, substantially as described.

4. In a traveling-bag, the front and rear metal frames, A B, hinged together, and the front frame formed integral at its inner edge with the flange E and provided outside of said flange with the line of perforations L, and the rear frame having the flange R and provided outside of said flange with the line of perforations L, substantially as shown and described.

In testimony whereof we have hereunto set our hands and seals in the presence of two subscribing witnesses.

MORITZ ISIDOR. [L. S.]
ROBERT FLOCKE. [L. S.]

Witnesses:
W. HAUFF,
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